CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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NOFORN/CONTINUED CONTROL

COUNTRY	USSR	REPORT	
SUBJECT	Activities of German Experts at Pilot Plant No. 2 in Upravlencheskiy Gorodok and in Ostashkov	DATE DISTR.	10 March 1955
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Engineer /Alfred/[1] Gimm, [redacted] was chief of the test stands in Upravlencheskiy. [redacted] 25X1

[redacted] 25X1

2. The German testing department included two sections; One was in charge of aircraft engine assembly and supervision of test runs; the other was responsible for preparing the testing program and for evaluating the data obtained. Pilot Plant No. 2 was equipped with four test stands, which were operated by engineer /Helmut/ Bohn, an expert for hydraulic-type brakes and propeller brakes; engineer /Heinrich/ Hartmann, who at present works at the Traktorenwerke in Schoenebeck; engineer Steinke (fnu);[2] and foreman /Erich/ Siebert, an expert for hydraulic-type brakes. These engineers were assisted by 10 or 12 German mechanics, who were repatriated in 1951 and were replaced by Soviet assigned personnel. The evaluation group included engineer /Ludwig/ Bauer, who returned to Germany in November 1953; engineer Kerwin (fnu)[3], who was transferred to Savelovo; and engineer /Harold/ Niepmann.

3. The models of the 022 turboprop engine included the A-series, designated with one- and two-digit numbers starting with No. 1 and rated at 7,800 rpm during the tests; the M-series, of about 20 double-engines assembled from two power units of the A-series and designated with three-digit numbers; and the K-series, of which five to seven engines were tested in 1953.[4]

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

4. The materials used at the plant included E/1T steel, which was similar to the German V-2 type steel. This steel had good molding qualifications, but was difficult to machine. Individual hot run tests were made at temperatures up to T4 - 1,200 centigrades, approximately the gas temperature forward of the turbines.[5]

5. There were 99 engine designers and 151 airframe designers among the 250 experts retained in Savelovo. Some of the experts had their families with them in the USSR. Twenty-seven of the engine designers were temporarily transferred to Ostashkov before they joined the other 72 experts in Savelovo. Experts temporarily transferred to Ostashkov included graduate engineer /Herman/ Bockermann; engineer /Josef/ Baumsteiger; engineer Dubnak (fnu)[6], an expert for materials; engineer Richard Elze; engineer Jakov (fnu)[7]; engineer Malte Knieper; engineer /Kurt/ Langer; engineer Dr. Max Lorenz; graduate engineer Guenther Lange; engineer Hans Lahme[8]; graduate engineer Kurt Mueller, [redacted] 25X1
[redacted] engineer Horst Schneider; foreman /Gustav/ Steinacker; 25X1
engineer Wilhelm Vollheim; engineer Rheinhold Werner; Heinz Walter, a precision mechanic; engineer /Horst/ Weckwert, a designer; engineer Alfred Weissbach (not Weinbach); Egmund Wandersleb, a measuring technician; and graduate engineer Wolf (fnu). Among the experts who were transferred from Pilot Plant No. 2 directly to Savelovo were engineer /Willi/ Glueck, graduate engineer /Friedrich/ Juergens, engineer /Edward/ Kreutzburg, graduate engineer Stube (fnu)[9], and engineer Stefan Urban.

6. Between June and November 1953 [redacted] one /Stefan/ Hermann worked on the development of a measuring apparatus for dynamic and static measurements with inductive indicators and one with wire tensiometers. Source believed that the project was initiated merely to keep the personnel busy. It was restricted to laboratory work and did not include any measuring tests. Source stated that the Soviets tended to prefer wire tensiometers to inductive indicators. 25X1

7. Instead of being released, 26 experts were transferred to Savelovo. Among them were /Herman/ Bockermann, /Josef/ Baumsteiger, Dubnak[6], engineer Richard Elze, Wilhelm Glueck, /Friedrich/ Juergens, /Edward/ Kreutzburg, /Herbert/ Kranepohl, /Kurt/ Langer, Dr. Max Lorenz, graduate engineer /Werner/ Leuthold, graduate engineer Guenther Lange, Lahme (fnu)[8], Kurt Mueller, [redacted] 25X1
[redacted] foreman /Gustav/ Steinacker, Stube (fnu)[9], engineer Stefan Urban, engineer Wilhelm Vollheim, engineer Rheinhold Werner, /Heinz/ 25X1
Walter, engineer /Horst/ Weckwert, Weinbach (fnu), and /Egmund/ Wandersleb. Source learned that, in addition to such prominent experts as graduate engineer B.C. Baade and /Ferdinand/ Brandner, Dr. Schmidt (fnu)[10], Dr. Schneetz (fnu)[11], Dr. /Rudolph/ Scheinost, Dr. /Josef/ Vogts, and Dr. Kortes (fnu)[12], were also stationed in Savelovo.

1. [redacted] Comment. Names in brackets have been supplied. 25X1

2. [redacted] Comment. Possibly Wolfgang Steinacker, reported at Plant No. 2, Postfach 26, Kuybyshev/Krasnaya-Glinka, from October 1946 to September 1950. He returned to Germany in 1953.

3. [redacted] Comment. Probably Alfred Kerwien, a test stand specialist who worked at Plant No. 2, Postfach 26, Kuybyshev/Krasnaya-Glinka, from October 1946 to October 1952. 25X1

4. [redacted] Comment. The A, M, and K series of the 022 turboprop engine and their numberical designation were previously reported. [redacted] In 1950 the take-off performance was rated at 7,500 rpm. 25X1 25X1

5. [redacted] Comment. In a previous report, the temperature forward of the turbine operating at 7,500 rpm was given at K 1,060 centigrades. According to Soviet standards, T4 represents the temperature aft of the turbine. A temperature of 1,200 centigrades aft of the turbine is improbable, while at test runs this temperature is possible forward of the turbine unit. 25X1

6. [redacted] Comment. Probably Kurt Dubnack. 25X1

7. [redacted] Comment. Possibly Herbert Jakob, reported at Plant No. 1, Postfach 6, Podberezye from October 1946 to September 1950.

8. [redacted] Comment. Probably aircraft factory worker Hans Lame, reported at Plant 2, Postfach 26, Kuybyshev/Krasnaya-Glinka, December 1950. 25X1

9. [redacted] Comment. Possibly engineer Herman Stuebel who was at Plant 2, Postfach 26, Kuybyshev/Krasnaya-Glinka from October 1946 to October 1952. 25X1

10. [redacted] Comment. Possibly Dr. Rudolf Schmidt, reported at Plant 2, Postfach 26, Kuybyshev/Krasnaya-Glinka, from 1946 to October 1952. He worked with Dr. Scheinost and Ferdinand Brandner. 25X1

11. [redacted] Comment. Probably Dr. Heinz Schnetz, reported at Plant 2, Postfach 26, Kuybyshev/Krasnaya-Glinka, October 1946 to December 1951. 25X1

12. [redacted] Comment. Possibly Dr. Gerhard Cordes, reported at Plant 2, Postfach 26, Kuybyshev/Krasnaya-Glinka, in 1950. 25X1

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